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Society is a strong solution of books. It draws the virtue out of what is best worth reading, as hot water draws the strength out of tea leaves.

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## Janesville Daily Gazette.

VOLUME 8.

JANESVILLE, WIS., MONDAY, APRIL 11, 1864.

NUMBER 36.

## LETTER FROM WASHINGTON.

WASHINGTON, April 5, 1864.

**EDITORS GAZETTE:**—After a long silence, owing to circumstances over which I had but slight control, a full narrative of which might not interest your readers, I have resumed my pen, and will endeavor to make partial restitution for past delinquencies.

A greater General than Grant or Lee is in command of the contending armies of the East. A general storm has rained supremely and almost incessantly since the middle of March. He has adopted a stand-still policy, and holds in *status quo* the bellicose hosts on each side of the Republik with a power that baffles the strategy of Lee, the daring of Kilpatrick, and the indomitable energy of Grant. Being a "down-easter" of the Yankee persuasion, his rain is much more bearable to our army than to the rebels. The most powerful and fearful equinoctial storm that ever visited any country is, and for the last twenty days, has been upon us. Rain, snow, sleet, mud, muck and mire, individually and collectively, alternating and combining, is the order of each day, with a *forte* decays and hurricanes accompanying for to-morrow. "Mud Crook" is on the "rise," and is reconnoitering all the streets of the city. Pedestrians seldom venture beyond a safe snubbing distance from the curb stones. Horses and mules manage to head to the north-east, in direction every hair on their bodies involuntarily points. Levees, Receptions, &c., are sadly neglected. Gaiety has gone into winter quarters. The channel of communication through "intelligent contrabands" is blocked, and the now general refuses a pass to the "reliable gentleman." These, with the exorbitant price of board, and the scarcity of butter, render the Federal "capital" just now, about as desirable a place for a man to pitch his tent, as Appleton, Muskego or Rat River Marsh. There is no war news in the east. Armies cannot move. Gen. Grant is on a visit to Fortress Monroe, to consult with General Butler in reference to future movements. When the storm ceases, and the roads become passable, active operations will commence. Everything here indicates that a campaign of more than ordinary vigor and magnitude is being inaugurated. There is but one thing to fear, the coming season. The most unwise move the loyal men of this nation have yet made, in the humble estimation of the subscriber, is the calling of a National Political Convention, to meet before the great spring campaign is decided. Just as though the early nomination of any man for the Presidency, was of more importance than the suppression of the rebellion. We all remember what followed the unsuccessful campaigns of 1861 and 62. Copperhead triumphs all over the north. Unfortunately we have a great many McClellans and John Fitz Porters of greater or less caliber in our army, from Corporals up to Generals. Experience has taught us that they feel a greater interest in the triumph of *party*, than in the triumph of our cause; that under the heat and excitement of a political campaign, they deal one blow at their armed opponents and two at their political. There is not a copper-head in the army or out of it, but would prefer to see the Kentucky policy triumph over that of the Administration. As soon as the nominations are made, the political camp fires will be kindled all over the land, in the army as well as out of it. The Gilmore and the Schofields, controlled by their political prejudices, will justify themselves in suffering a military defeat, for the sake of destroying public confidence in the party in power. The policy of plunging our country into a bitter and hoisterous political contest, which must immediately follow the nominations, seems to me hazardous at least. Put off the Convention until a month before the election. The Spring and Summer campaigns will then be ended. A great change may take place in the public mind in regard to men. Then the political warfare will not interfere with military matters. The man who would be nominated at the early Convention may become unpopular. A now and better man may be thrown to the surface. These are revolutionary times. Great changes suddenly take place in men, and in the minds of men. The story of the man who ran all the way home with his wife's new bonnet, for fear his fashions would change before he got there, is not inappropriate at the present time.

The official canvass of votes at the last election is as follows:

John Mitchell, 500 B. F. Wiley, 177 Clark H. Williston, 584 D. A. Burton, 123 Treasurer S. Foord Jr. 591 Evan Thomas, 161 Justice Justice—9 A. H. Parker, 273 J. W. Parker, 150 Sheriff C. C. Baker, 550 C. S. Coxton, 150 Select Com. of Large C. R. Gilson, 654 S. Cole, 101 Select of Weight & Meas. Wm. MacLean, 610 Martin Duan, 153

John Mitchell, 156 Chas. Shelly, 156 Wm. M. Talmage, 159 Wm. M. Talmage, 159 Constable J. W. Plato, 159 John Sparling, 159

John Mitchell, 156 C. L. Martin, 156 Constable J. W. Plato, 159 Jas. Hemming, 159

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THREE MONTHS, - - - - - 1.00  
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MONDAY, APRIL 11, 1864.

## Mr. Richardson's Report.

The undersigned, a minority of the Select Committee, to whom was referred No. 293, A. bill to amend the several railroad charters, and to establish a uniform tariff for freight and passengers on the several railroads in the State of Wisconsin, has had the same under consideration, and begs leave to submit the following report:

The bill itself is so new in its principal features, and apparently so at variance with the previous legislation of the State, that it demands a most thorough investigation. Heretofore no Legislature has thought of passing any law relating to railroads, except at the request of one or more of the companies controlling them; and this, perhaps, is the first time in the history of the State, that any bill was ever introduced into a Legislative Assembly, which was demanded by the people and unanimously opposed by the roads. The first time that the wishes of the people and will of the companies charted by them, have been exactly at variance, and it may not, consequently, be improper in connection with it, to allude briefly to some of the more important events in the history of railroad companies, which, though not now either to the Assembly nor to any considerable portion of the people of the State, may not be entirely uninteresting.

From the first organization of the State Government to the present time, its policy towards railroad companies has been most liberal, each succeeding Legislature has apparently tried to outdo its predecessor's in acts of generosity towards them, and to such an extent has this feeling been indulged in that the duties of legislative committees have been, not to determine what privileges they should recommend the Legislature to confer, but to act as arbiters between different claimants for the most valuable grants and franchises within the gift of rich and magnificent people.

Nor has the liberality of the State been confined to the more granting of privileges and franchises, but has been manifested most significantly in the donation of tracts of our rich public lands, equal in extent to the entire territory of some of the independent Kingdoms of Europe. So rich have been these grants that in some instances the companies to which they were given, have estimated their value as equal to the entire cost of constructing the roads, which they were designed to assist the grantees in building.

The Madison and Beloit Road, now being built and nearly completed, costs, if we may rely upon the statements of the Superintendent, only \$15,500 per mile, including depot grounds, depots, warehouses, &c., but not including rolling stock. The Milwaukee & Prairie du Chien Company, when it was organized, fixed its capital stock at \$7,500,000, and provided for the purchase of its own stock till it should be reduced to \$6,000,000, or about \$26,000 per mile, which was an acknowledgment on their part that that sum was the entire value of the road and equipments; and if we take that sum as the basis of our estimates, we have, on the entire value of the three roads which are 711 miles in length, \$18,486,000. But there are some other important items which have already been mentioned in this report, which are worthy of consideration in this connection. We allude to the subscriptions to the stock of these roads by cities, towns and individuals which, to the amount of \$10,000,000, or about \$8,500 per mile, for every mile of railway in the State, may be regarded as donations to railroad companies, for if not intended as donations they have been appropriated by the present owners as unreservedly as the freest gifts could have been.

To what extent these items should be taken into the account it is difficult to determine, but it is safe to say that twelve millions, five hundred thousand dollars, in addition to the amount furnished to them, and lost by the people of the State, would, if judiciously expended, have built and equipped these three lines, and in strict justice they are not entitled to interest on more than that sum. As an evidence of the correctness of this estimate of the costs of the roads to the present proprietors, we have the facts in regard to the cost of the line of road held by one of these companies. Certain gentlemen purchase, on sales made under a decree of our courts, the land grant (936,024 acres), and western division of the old La Crosse Road for \$2,800,000, the Milwaukee and Western Road for \$900,000, and the Milwaukee and Horicon for \$670,000, and immediately organized what is now known as the Milwaukee and St. Paul Company, calling their capital stock \$8,100,000, which was made up, as follows: The portion of the old La Crosse Road was called \$5,200,000; the Milwaukee and Watertown \$1,600,000, and the Milwaukee and Horicon \$1,000,000, which was an increase of the nominated capital of \$3,500,000 over the amount actually invested by them.

The companies have each reported gross earnings, which amount to \$4,355,054; and their expenses were sixty per cent, of the entire receipts, or \$2,622,205 00, leaving \$1,731,848 00 as their net profits, which is equal to about six per cent. on their reported capital; over nine per cent. on the total value of the three roads, and their equipments, and almost fourteen per cent. on the actual cost of the roads, to the present owners, and yet the managers of these companies assert that their earnings have not been sufficient to enable them to pay dividends to their stockholders. That they have not paid dividends, is believed to be realized by the stockholders themselves, but that they are unable to do so, does not appear from their reports. In what manner their surplus earnings are expended, whether in extending their lines, or otherwise, is known only to the managers themselves, but it is a somewhat singular fact, that although the common stockholders may get no dividends, the managers accumulate large fortunes in an incredibly short time, and it is not a little remarkable that they are always anxious to obtain charters for new roads. But the articles of association of the Milwaukee and Prairie du Chien company may furnish some solution of the reason for this company's paying no dividends to common stockholders. By those articles of association, it was agreed that after payment of dividends of eight per cent. to preferred stockholders, the surplus earnings should be invested in the purchase of the preferred shares of the company, until they should command par in the city of New York, and thereafter, the surplus earnings should be invested in the purchase of common stock until the whole capital of said company should be reduced to \$6,000,000; whether this has been done or not, we do not know. No one will deny that the companies are entitled to fix a tariff of freight which will give them a fair dividend on the capital invested by them, but it will hardly be contended that they have the right to increase their rates so as to give themselves interest on the money which has been lost to the original subscribers for stock through the mismanagement or recklessness of the companies. To admit their right to do that would be to acknowledge their right to tax the people to pay interest on their own money. Should a miller, who had through misfortune, mismanagement or any other cause, increased the cost of his mill to double its actual value, attempt to increase his tolls sufficiently to give him full interest on his unfortunate investment, the law would restrain him; or, if, through the profligacy or incapacity of the directors of a bank, it were to lose one-half its actual capital, no one would think of allowing them to

nor in exact accordance with justice.

Complaints are also made, with good cause, as the undersigned minority of your committee believe that some of the roads give the preference to through freight, which they always carry at great reduced rates over way freight in point of time, which often results in great loss to shippers from way stations.

Another question of great importance is, whether the present owners of the roads are receiving a reasonable rate of interest on the money they have invested in them, and what the effect the passage of this bill would be on their incomes. With a view to solving that question, the undersigned has made some estimates, based upon the reports of the different roads and the best information to be otherwise obtained, the result of which is now submitted. These estimates relate only to the Milwaukee & Prairie du Chien, Milwaukee & Saint Paul and the Chicago & Northwestern; and here it may not be improper to say one word in regard to the report of these three companies. Those made by the Prairie du Chien company appear to be all that are required by law, though it must be confessed that the law requires but very little. But those of the other companies show but one important fact, which is the largest estimate of any of their managers, their net earnings under substitute bill, would be \$1,739,254, or almost nine per cent. on the entire value of the roads. Under the tariff now in force, their gross earnings will not be less than \$6,200,000, and the net earnings not far from \$2,174,900, for the year 1864.

But section three, requiring roads to carry wood is quite as worthy of our attention as any of the other provisions of the bill. As common carriers they are required to carry any commodity offered to them, but their refusal to do so only subjects them to a suit for actual damages, the prosecution of which would be so expensive as to deter any private person from instituting one. When those lines were in process of construction, one of the inducements held out to secure subscriptions for stock, was, that they would afford those having wood the means of transporting it to market, and those portions of the country which are destitute, of obtaining it at greatly reduced prices. But no sooner were they completed than they positively refused to carry it at any price. The managers deny this, but their denial is simply technical, and the Company has neither the age nor the accumulations of some eastern companies, but is gaining the latter very fast; is vigorous for one of its age; is doing a large business, having issued 637 policies in the months of December and January just passed, and is doing all or nearly all its business in the Northwest, and concentrating in this one Company a superior class of risks, mostly of young men, or men in the prime of life, and they selected with as great care as are the risks of any other company.

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The reported cost of the three roads is, \$28,553,247, or about \$40,700 00 per mile.

Of the peculiar manner in which they have swelled their capital stock to this amount, neither the public nor the minority of your committee are fully informed, but they do know that in many instances they have sold their own bonds at ruinous sacrifices and been otherwise improvident, and it is also well known to every one at all acquainted with the cost of constructing railroads through level countries like ours, that no such amount could have been judiciously expended upon them, and we must consequently base our estimates upon other data.

The Madison and Beloit Road, now being built and nearly completed, costs, if we may rely upon the statements of the Superintendent, only \$15,500 per mile, including depot grounds, depots, warehouses, &c., but not including rolling stock. The Milwaukee & Prairie du Chien Company, when it was organized, fixed its capital stock at \$7,500,000, and provided for the purchase of its own stock till it should be reduced to \$6,000,000, or about \$26,000 per mile, which was an acknowledgment on their part that that sum was the entire value of the road and equipments; and if we take that sum as the basis of our estimates, we have, on the entire value of the three roads which are 711 miles in length, \$18,486,000. But there are some other important items which have already been mentioned in this report, which are worthy of consideration in this connection. We allude to the subscriptions to the stock of these roads by cities, towns and individuals which, to the amount of \$10,000,000, or about \$8,500 per mile, for every mile of railway in the State, may be regarded as donations to railroad companies, for if not intended as donations they have been appropriated by the present owners as unreservedly as the freest gifts could have been.

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double their rate of interest upon the remaining half; and yet that could be done with just as much propriety as to allow railroad companies to fix tariffs to give dividends on moneys unearned.

As to the effect of the passage of this bill upon the receipts of the companies the undersigned is of the opinion that it would allow a rate of freight which would give them a larger income than they could make under the tariff in force during the year 1863. Upon a careful comparison of the substitute bill herewith reported with the rates established by the roads, it is found to allow an average increase of six and one-half per cent. on the companies' average rates for 1863, and require a decrease of 7½ per cent. on those in force at this time; and the rates charged in 1863 were certainly remunerative. The Companies contend, however, that the expenses for 1864 will be greatly increased over the past year's, which is doubtless true, and it is also true that the amount of their business will be increased in a much greater ratio. The managers of these companies estimate the increase of business on these lines at 33½ per cent. over that of 1863. But if we allow an increase of 25 per cent. and that their gross expenses will be 70 per cent. of their entire receipts, which is the largest estimate of any of their managers, their net earnings under substitute bill, would be \$1,739,254, or almost nine per cent. on the entire value of the roads. Under the tariff now in force, their gross earnings will not be less than \$6,200,000, and the net earnings not far from \$2,174,900, for the year 1864.

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## Mr. Richardson's Report.

The undersigned, a minority of the Select Committee, to whom was referred No. 298, A., a bill to amend the several railroad charters, and to establish a uniform tariff for freight and passengers on the several railroads in the State of Wisconsin, has had the same under consideration, and begs leave to submit the following report:

The bill itself is so new in its principal features, and apparently so at variance with the previous legislation of the State, that it demands a most thorough investigation. Heretofore no Legislature has thought of passing any law relating to railroads, except at the request of one or more of the companies controlling them; and this, perhaps, is the first time in the history of the State, that any bill was ever introduced into a Legislative Assembly, which was demanded by the people and unanimously opposed by the roads. The first time that the wishes of the people and will of the companies chartering them, have been exactly at variance, and it may not, consequently, be improper in connection with it, to allude briefly to some of the more important events in the history of railroad companies, which, though not now either to the Assembly nor to any considerable portion of the people of the State, may not be entirely uninteresting.

From the first organization of the State Government to the present time, its policy towards railroad companies has been most liberal, each succeeding Legislature has apparently tried to outdo its predecessors in acts of generosity towards them, and to such an extent has this feeling been indulged in that the duties of legislative committees have been, not to determine what privileges they should recommend the Legislature to confer, but to act as arbiters between different claimants for the most valuable grants and franchises within the gift of a rich and munificent people.

Now has the liberality of the State been confined to the mere granting of privileges and franchises but has been manifested most signal in the donation of tracts of our rich public lands, equal in extent to the entire territory of some of the independent Kingdoms of Europe. So rich has been these grants that in some instances the companies to which they were given, have estimated their value as equal to the entire cost of constructing the roads which they were designed to assist the grantees in building.

These grants to the different companies comprise 1,320,924 acres of the most valuable unimproved lands in the State, worth,

if we may credit the statements of the corporations upon which they were conferred, \$17,172,012. But as it is probable that these estimates of the companies were made for the purpose of influencing the foreign market of their bonds, than as an indication of the value of their newly acquired property, it will not be safe to estimate their value at more than the price fixed by the General Government upon the alternate sections of land remaining to it within the district of territory from which the grants were made, which is \$25 per acre.

This will give as the value of the lands already conveyed to the roads \$3,302,310, and in view of the fact that they are exempt from all taxes for the period of ten years, this cannot be considered an over estimate.

Yet the bounty of the people had not ended here. Cities, villages and towns have vied with each other in the extent of their subscription for stock and loans of their credit to these companies.

To such an extent have many of our cities and villages mortgaged their resources and taxed their inhabitants for this purpose that they have involved themselves in hopeless and inextricable bankruptcy.

The subscriptions of this class are known to be \$3,558,000, and are believed to considerably exceed that sum. Individuals, too,

have followed the examples of state and municipal governments, and prompt to the call of railroad managers and directors, farmers have mortgaged their farms, citizens and mechanics their homes, and business men and capitalists invested their capital.

The farm mortgagors alone subscribed over \$3,500,000 and although we have no means of ascertaining the extent of the cash and property subscriptions, it is believed that they are fully equal in amount to those of the farm mortgagors.

It is true that these loans and subscriptions were made with the expectation of a return at some future day, yet through the fraudulent transactions of some, and the peculiar management of other railroad companies, nearly the entire amount of these subscriptions and loans has been swept into one vortex of ruin, and the farmers and mechanics, whose public spirit and liberality was thus abused, have been compelled to devote the best portion of their lives to freeing their homesteads from these incubi- brances, or must be driven from them by the decrees of our courts. It is safe to calculate that eighty per cent of all these loans and subscriptions were a total loss to the parties making them.

In their system of taxation, too, the people of the State have shown their partiality to these companies by a discrimination in their favor and against themselves, for while unproductive property belonging to private individuals is taxed for state and local purposes from two to three per cent on its estimated value, and productive property and capital from ten to fifteen per cent on the gross income derived from it, the property of railroad companies is taxed only the nominal sum, three per cent on the actual earnings.

The undersigned has to report that from the want of time and access to the books of the various companies or their full reports, he is unable to furnish you with an accurate statement of all the various contributions which have been made to these associations, and must content himself with this, mere estimate of the amount.

Yet in the opinion of this Minority of the Committee, the facts already alluded to, are quite sufficient to show the extreme liberality with which these companies have been treated, and to establish the claims of the community upon them for even handed justice, and a liberal administration of all their affairs, with those who have so generously supported and encouraged them.

But it will readily be admitted that one of the principal questions involved in the discussion of the subject is, whether the different roads in the state are or are not oppressive or unjust in their tariff of charges; and upon an investigation, we find that the lines of road extending from the Mississippi river to Lake Michigan, are, when competing with other lines, in the habit of carrying through freight at very low rates, sometimes even less than the actual cost of running them, which practice must necessarily lessen their ability to transport, and compel them, to increase their charges on way freight. No one will question their right to compete for through freight, provided that they do so at their own cost, but no one will contend that they have a right to establish a tariff for way business with a view of covering losses which may be sustained by competition from through business. It appears that they are in the habit of discriminating between different points equidistant and different shippers, from the same points, practices which are not in accordance with sound business principles,

nor in exact accordance with justice. Complaints are also made, with good cause, as the undersigned minority of your committee believes that some of the roads give the preference to through freight, which they always carry at great reduced rates over way freight in point of time, which often results in great loss to shippers from way stations.

Another question of great importance in the consideration of the whole subject is, whether the present owners of the roads are receiving a reasonable rate of interest on the money they have invested in them, and what the effect the passage of this bill would be on their incomes. With a view to solving that question, the undersigned has made some estimates, based upon the reports of the different roads and the best information to be otherwise obtained, the result of which is now submitted. These estimates relate only to the Milwaukee & Prairie du Chien, Milwaukee & Saint Paul and the Chicago & Northwestern; and here it may not be improper to say one word in regard to the reports of these three companies. Those made by the Prairie du Chien company appear to be all that are required by law, though it must be confessed that the law requires but very little. But those of the other companies show but one important fact, which is, the total amount of their receipts for the year for which they are made, and were not for the data furnished by the report of the Milwaukee & Prairie du Chien company, there would be no means of knowing the amount of their expenses or net earnings. In order to avoid too great detail, the three roads will be considered as one. For more specific details the undersigned would refer to a tabular statement accompanying this report.

The reported cost of the three roads is, \$28,958,247, or about \$40,700.00 per mile. Of the peculiar manner in which they have swelled their capital stock to this amount, neither the public nor the minority of your committee are fully informed, but they do know that in many instances they have sold their own bonds at ruinous sacrifices and been otherwise improvident, and it is also well known to every one, at all acquainted with the cost of constructing railways through level countries like ours, that no such amount could have been judiciously expended upon them, and we must consequently base our estimates upon other data.

The Madison and Beloit Road, now being built and nearly completed, costs, if we may rely upon the statements of the Superintendent, only \$16,500 per mile, including depot grounds, depots, warehouses, &c., but not including rolling stock. The Milwaukee & Prairie du Chien Company, when it was organized, fixed its capital stock at \$7,500,000, and provided for the purchase of its own stock till it should be reduced to \$6,000,000, or about \$26,000 per mile, which was an acknowledgment on their part that sum was the entire value of the road and equipments; and if we take that sum as the basis of our estimates, we are, on the entire value of the three roads which are 711 miles in length, \$18,486,000. But there are some other important items which have already been mentioned in this report, which are worthy of consideration in this connection. We adduce to the subscriptions to the stock of these roads by cities, towns and individuals which, affects older communities; a moderate degree of industry will enable any man to obtain wholesome food enough for his family, but by what degree of industry or economy can be in addition obtain the fuel necessary for warmth, with wood ranging from ten to twelve dollars per cord.

The reasons assigned by the managers of the roads, to your committee, for their refusal to carry wood, were that it was too bulky and inconvenient to handle; that they could not furnish depot grounds on which to load and unload it; and that it would be unsafe to stop their wood trains on the track to receive wood; all of which objections would, in our opinion, be removed, if there was a disposition on their part to reciprocate some portion of the many favors which the public have bestowed upon them. Side tracks could be laid in our large villages and cities to more distant and less valuable grounds than those occupied for their regular depots, and at convenient places on the lines of their tracks in the vicinity of forests where wood could be loaded and discharged without interruption to other business. But the objection usually urged, is that it would increase the price of fuel necessary for their own use. It is true, that in some instances, the price of fuel might be slightly advanced, and the expenses of the roads proportionately increased, but the advantages which they would directly and indirectly derive from carrying it, would more than counterbalance all disadvantages to them. In the first place, there would be a large increase in their business from the freighting of wood alone, for which they would receive a reasonable compensation. Then there are, as is well known, on the lines of most of our roads, within twenty or thirty miles of our principal cities and villages, large forests, which must without means of transportation to some market be cut down and burned on the ground, to make room for the plow, or will remain a score of years of no earthly use except to furnish fuel for the roads passing through them; whereas, if transportation could be obtained at a reasonable price for wood, as well as other timber, in a short time the large tracts of land now unoccupied, would be converted into fields of grain, the yearly product of which, the roads would have to transport to market, and along the line of their tracks, population would be greatly increased, alike to the advantage of the roads themselves, and the country at large. By refusing to carry wood they virtually monopolize all that on the line of their tracks, which they have no more right to do than to monopolize the trade in grain by refusing to carry it for others than themselves.

Section Nine provides that no road shall receive fare from certain state and United States officers, and among others, the members of the legislature. This provision at first sight appears to be more liberal towards ourselves, than just towards the roads, but when we take into consideration the fact that the railroad companies have for years been in the habit of giving to all these officers, free passes over the roads, it is evident that no injustice will be done to them pecuniarily, as it will give to those officers, by law, nothing more than the roads give them, as a favor, and it would relieve the companies from the obium which now, in the minds of some, attaches them for what may seem to be an attempt to improperly influence the action of the different branches of the government, and will relieve the officers who have been in the habit of receiving them from the embarrassment which every man must feel at accepting such a favor, that which custom has to some extent made a right. The practice which the roads have established, has made a law of this kind necessary, or else the legislature should make the granting of these passes, or their acceptance by any state officer, a criminal offence.

To sum up all in a few words, the undersigned has come to the following conclusions:

First. That though no aggravated case of the violation of private rights may have been proven against railroad companies, yet there does appear to be a disposition on their part to arbitrarily manage the great interests of the state in their charge, so as to contribute to their own aggrandizement without due regard to the interests and convenience of the public, and in his opinion, that dis-

tinguish should be restrained by legislation. Second. That in refusing to carry wood, the roads violate their obligations to the people, and that the people of the State have the right to demand redress at the hands of this legislature.

Third. That substitute Bill No. 298 A., is just and liberal in its provisions towards railroad companies, and will allow them to compete for freight, which would be amply remunerative at all times.

Fourth. That he dissents from the report of Messrs. Hubbell and others, except in its admission of the right of the legislature to regulate the rates of our roads.

Fifth. That he dissents from the report of Messrs. Smith, and others, and the amendments offered by them, so far as they conflict with the provisions of the bill now under consideration.

Sixth. That he most respectfully recommends the passage of the substitute bill herewith submitted.

H. RICHARDSON.  
[Advertisement]

INSURE WITH THE MUTUAL LIFE INSURANCE COMPANY OF WISCONSIN—IT IS THE BEST COMPANY FOR WESTERN MEN!—The reasons why this is the best Company, are: That it is a Western Company, made up of and managed by Western men, and among its managers some of the best business men in the northwest.

It is composed of pure Iceland Moss, Balsam of Gilead, Peruvian Balsam, Elecampane, Camphor, Burdock, and other invaluable expectorant and tonic ingredients. It is a simple preparation, and will be a valuable addition to any family's medicine chest.

It is prepared by Dr. W. D. WYNKOOP, of New York, and sold by D. S. Barnes & Co., New York.

Dr. Wynkoop's Pectoral for several years, myself and my family for several pulmonary complaints, and have recommended it to many others, and have never seen its equal." Rev. J. J. Potter, Brooklyn, N. Y.

Hundred and thousand of important testimonials follow, showing its remarkable cure and in many cases, a cure never failed.

It is recommended to all Eastern Markets, large invoices of

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MONDAY, APRIL 11, 1864.

The copperheads seem to be already getting tired of their new party, which is a friend at our elbow fractionally, but with considerable property, styles as that of "Mix-nuggeton." Persistent upholders, as they have always been, of practical amalgamation in the South, the copperheads begin to discover that they can make but little by howling over the fact that a New York spirituist has written a silly pamphlet on this subject, favoring their own practice.

Wants, Sales, Gents, &amp;c.

DWELLING HOUSE FOR SALE.

I offer for sale my dwelling house on Madison street. For further information apply to me.

CHAS. HOLT,  
23rd Street, Janesville.

FOR SALE—TWO DWELLING

HOUSES, on the northwest corner of Main and North Second Streets, only \$1,200.00 each, for the payment. Only the name and the value will be brick. Janesville.

LOST April 1st, in this City, a small Shepherd Dog, of the following description: Black body, with white ring around the neck, and a white tail. The dog is a good dog, and the person having her, or giving information where she may be found, at the Schaefer House, will be suitably rewarded.

J. S. SMITH.

FOR SALE—Two Second Hand

STEAM BOILERS, one of them a small portable boiler, and the other a good 35 that has been used. These articles may be had at a bargain. Inquire at this office.

WANTED—To Rent, a House suit-

able for a small family, situated in a pleasant locality. Apply at 10th and Main, opposite the First House, or address P. O. Box No. 25.

March 8, 1864.

TO RENT OR FOR SALE—A good

Residence in the first Ward, near Mr. T. T. Tether's.

J. S. TETHERLAND.

HOUSE AND LOT for sale Cheap

FOR CASH—Situated on Milton Avenue, near the residence of Jessie Miles.

For particular inquiries of

E. L. DIMOCK.

FOR SALE—The House and lot cor-

ner of Olive and Madison streets, in the 1st Ward suitable for a small family, pleasantly located, very conveniently well finished and prepared.

Apply to

D. W. BROWN,

32nd Street, Milwaukee street.

FOR SALE—We will sell the west

half of the southwest quarter of section 23, in the town of Muscoda, cheap for cash.

BENNETT, CASSIDAY &amp; GIBBS.

22nd Street.

FOR SALE OR RENT—A small

FARM, 2½ miles east of the city. For particular inquiries of the hardware store owner of

S. H. SMITH.

TO LET—A Good House, contain-

ing eight rooms, with good well, cistern, garden with plenty of currants, fruit, &c.

L. FIFIELD.

TO RENT OR FOR SALE—A

house and one acre of land over the Monterey Bridge on the way to the Hillside Institute.

—Also to rent, the second house above Bates House, Main street. Inquire of Mr. C. R. CURRY.

36th Street.

HORSES FOR SALE—A Matched

Span of large Horses for sale. Enquire soon of

W. G. WHEELER.

Janesville, April 8th, 1864.

TO RENT—A House and Lot of

about two acres, situated two-fourth's of a mile and over lower Main street. Pass over givin immediately.

W. G. C. CAGLENS.

Board.

BOARD WANTED—A Gentleman

and his wife desire to obtain board in a private family in the 4th ward, so that neighborhood can furnish their own difficulties. A quiet and permanent home wanted. Address "Board," Jamesville Gazette.

Board.

BOARDING—A few Gentlemen

can find good Board, either by the day or week, by applying at the house of the editor of *Curry and Tether's Gazette*, 60 East Union Improvement.

A good house, granary and other outbuildings, &c. A good well, and stock never less than the house. Price \$25 per week. For further particulars, apply to the editor of *Curry and Tether's Gazette* on the premises. Terms easy.

W. H. HODGE.

22nd Street.

FOR SALE—I offer my farm of 80

acres, situated in the town of Janesville, east side of river, four and one-half miles from the city, on the 4th and 5th, 60 east Union Improvement.

A good house, granary and other outbuildings, &c. A good well, and stock never less than the house. Price \$25 per week. For further particulars, apply to the editor of *Curry and Tether's Gazette* on the premises. Terms easy.

W. H. HODGE.

22nd Street.

FOR SALE OR EXCHANGE—I

will sell my farm of 80 acres, situated in the town of Janesville, east side of river, four and one-half miles from the city, on the 4th and 5th, 60 east Union Improvement.

A good house, granary and other outbuildings, &c. A good well, and stock never less than the house. Price \$25 per week. For further particulars, apply to the editor of *Curry and Tether's Gazette* on the premises. Terms easy.

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## COMMERCIAL.

REPORTED FOR THE JANEVILLE GAZETTE, BY BUMP & GRAY,  
GROCER AND PRODUCE DEALERS.

JANEVILLE, April 11, 1864.  
Owing to the almost impossible condition of the roads, receipt of grain continues very light, and we have no material change to note in prices, except where which under the influence of more favorable advices from the lake shore and eastern market, has advanced 10¢ to bushel, chear-milling samples selling at \$1.05 per bushel, and shipping grades at \$1.05 & \$1.06.  
We make up prices as follows:

WHEAT—Good to choice milling, spring at \$1.05 & 1.11; common to good shipping grades at \$1.05 & \$1.04.  
OATS—Active at 50¢/bushel for No. 1, and 50¢/bushel for mixed lots.

CORN—Shelled, 50¢/bushel; ear, do, 50¢/bushel & 12½¢.  
RYE—Quite at 50¢/bushel for 50 pounds.

BARLEY—Fine samples at \$1.15 & \$1.18; common to fair at 90¢/bushel. Extra for seed \$1.20.

TIMOTHY—SEED—Good to choice at \$1.00 & \$1.15 for 40 pounds.

DRESSED HOGS—Hams at \$2.25 & \$2.25 for light to heavy.

BEANS—Prime white \$2.00 & 2.25; mixed lots \$1.25 & 1.75.

POTATOES—Choice Nethanocks and French Blows \$1.50¢; common 35¢/bushel.

BUTTER—Good demand at 25¢/bushel for good to choice roll.

Eggs—Plenty at 11¢/dozen per dozen.

POULTRY—Turkeys, dressed, \$2.50; Chickens 75¢ per pound.

JUDGES—Green 75¢/bushel; dry 12½¢.

SHEDD PELTS—Range from \$1.00 to \$2.00 each.

FLOUR—Spring at retail \$2.75 per hundred.

TOBACCO—Fifteen cent per pound.

WOOL—Dull at 55¢/bushel, 1/2 off for unwashed.

PRICE CURRENT OF GROCERIES.

SUGARS—Sweet, 12½¢/bushel.

Granulated, Crushed, 12½¢/bushel.

N. Y. & Coffey Sugar, 10¢/bushel.

" " " " " Coal, 8¢/bushel.

AA Portland, 10¢/bushel.

Porto Rico, 17¢/bushel.

HONEY—Honey, 42¢/bushel.

SYRUPS—Chicago Sugar House, 1.00 Java, 50¢.

" " Golden, 1.12.

" " Amber, 1.25.

CANDLES—Cuba, 14¢/bushel.

Cuba Glycerin, 20¢/bushel.

DRYED FRUITS—Dried Apples, 12½¢/bushel.

Blackberries, 12½¢/bushel.

Pared Peaches, 10¢/bushel.

Unpared, 12½¢/bushel.

Kordon, 10¢/bushel.

Layer Raisins, 12½¢/bushel.

Zante Currants, 25¢/bushel.

Vinegar, Mustard, 25¢/bushel.

Brandy, 50¢/bushel.

BRICKS—Cinnamon, 10¢/bushel.

Pepper, 10¢/bushel.

Almonds, 10¢/bushel.

Cloves, 10¢/bushel.

Nutmegs, 12½¢/bushel.

CRACKERS—Starch, Otova, 12½¢/bushel.

Butter, 12½¢/bushel.

Flour, 12½¢/bushel.

Honey, Manila, 10¢/bushel.

Eye and Ear.

DISEASES OF THE

EYE AND EAR!

DR. GARDNER,

Graduate of the London, England, Ophthalmic Infirmary,

OCULIST AND AURIST!

Operator on the Eye and Ear, respectively inform the citizens of JANEVILLE AND VICINITY, that he will visit Janeville one week, commencing on

Monday, April 11, until Friday 15th,

One at the Hyatt House. After that time will visit Janeville as occasion may require, and from 2 to 6 M. to 8 P. M. daily. Note to all that the Eye and Ear, Artificially inserted without pain, and perfectly recovering the natural eye. For Cataract, Blepharitis, Strabismus, or Cross Eye, Artificial Pupil, &c., skillfully performed.

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